

**TAHOE TRANSPORTATION DISTRICT (TTD)
REGIONAL PARTNERSHIPS AND COMMUNICATIONS COMMITTEE**

Meeting Agenda

**Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449**

**March 2, 2022
2:30 p.m.**

The Tahoe Transportation District Regional Partnerships and Communications Committee meeting will be physically open to the public at Tahoe Regional Planning Agency, Stateline, NV 89449 and in accordance with California and Nevada law, Committee members may be teleconferencing into the meeting via GoToWebinar. This meeting will be held in accordance with requirements under Government Code section 54953(e) as enacted by California AB-361 and a determination of TTD to waive certain requirements regarding teleconferencing. Members of the public may observe the meeting and submit comments in person at the above location or via GoToWebinar.

Committee members: Andy Chapman-Chair, Mark Bruce, Darcie Goodman Collins, Alex Fong, Cindy Gustafson, Sue Novasel, Sondra Rosenberg

To register for the TTD Regional Partnerships and Communications Committee Meeting go to:
<https://attendee.gotowebinar.com/register/7697048008675459085>

After registering, you will receive a confirmation email containing information about joining the webinar.

Members of the public may provide public comment by sending comments to the Clerk to the Board by email at jallen@tahoetransportation.org. Please note which agenda item the comment pertains to. Comments will be distributed at the meeting and attached to the minutes of the meeting. All comments should be a maximum of 500 words, which corresponds to approximately three minutes of speaking time. Comments for each agenda item should be submitted prior to the close of that agenda item.

Any member of the public who needs accommodations should email or call Judi Allen who will use her best efforts to provide reasonable accommodations to provide as much accessibility as possible, while also maintaining public safety in accordance with TTD's procedure for resolving reasonable accommodation requests. All reasonable accommodations offered will be listed on the TTD website at tahoetransportation.org.

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Committee may combine two or more items for consideration. The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND ROLL CALL

- a. Roll Call and Determination of Quorum
- b. Approval of Agenda for March 2, 2022 (*for possible action*)
- c. Approval of Minutes of December 10, 2021 (*for possible action*)

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II. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than three minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

III. DISCUSSION ITEMS

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B. <i>For Possible Action:</i> Discussion and Possible Recommendation to the TTD Board on the Coordination of Board Actions and Communications Related to Addressing TTD's Budget Revenue Needs	5
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IV. DISTRICT MANAGER REPORT

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

This portion of the agenda is for members to make requests for future agenda items or to make a brief report about personal activities without further deliberation by the committee, although any member may request an item to be placed on a future agenda in response to such remarks.

VI. PUBLIC INTEREST COMMENTS

VII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of TTD and at three other separate, prominent places within the jurisdiction of TTD not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Committee. Such notice was delivered to the postal service used by the Committee not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for TTD and the requester has

agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Committee or, if provided to the members of the Committee at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
REGIONAL PARTNERSHIPS AND COMMUNICATIONS
COMMITTEE MEETING MINUTES
December 10, 2021**

Committee Members in Attendance:

Mark Bruce, TRPA Representative (attended remotely)
Andy Chapman, TNT-TMA (attended remotely)
Alex Fong, Caltrans (attended remotely)
Cindy Gustafson, Placer County (attended remotely)
Sue Novasel, El Dorado County (attended remotely)
Sondra Rosenberg, NDOT (attended remotely)

Committee Members Absent:

Darcie Goodman Collins, SS-TMA

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Judi Allen, Tahoe Transportation District

I. CALL TO ORDER AND ROLL CALL

The meeting of the Committee was called to order by Mr. Hasty at 2:06 at the Tahoe Regional Planning Agency and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

II. PUBLIC INTEREST COMMENTS

Public interest comment was submitted via e-mail and is attached.

III. NOMINATE AND ELECT A CHAIRPERSON FOR THE REGIONAL PARTNERSHIPS AND COMMUNICATIONS COMMITTEE

Mr. Chapman offered to be Chairperson. Mr. Bruce moved to nominate Mr. Chapman as Chairman. Ms. Novasel seconded. The motion passed unanimously.

IV. DISCUSSION ITEMS

A. Discuss and Determine the Regional Partnerships and Communications Committee's Purpose, Scope of Work, and Meeting Calendar for Recommendation to the TTD Board of Directors

Mr. Hasty reviewed this item. Ms. Gustafson cautioned the Committee regarding duplication of efforts. She added the formation of the committee was related to partners not feeling engaged with the District regarding projects and/or programs and this committee would be engaging the Board that need to play an active role in the communications and guide and support staff. Mr. Chapman stated his interest in the interplay with the Bi-State Consultation Group. Ms. Gustafson added her support for the suggestion to move the Board meetings to every other month, with the Committees meeting on the alternate months, as needed. Mr. Chapman and Ms. Gustafson will meet with Mr. Hasty to develop a mission statement for the Committee.

Action Requested: For Review and Discussion

B. Discuss the Sustainable Transportation Funding Initiative Report and Determine the Process for Decision Making as it Relates to the Regional Partnerships and Communication Committee for Recommendation to the TTD Board on Establishing a Sustained Regional Revenue Package

Mr. Hasty and Mr. Spencer reviewed this item. Mr. Bruce asked for examples of local type funding. Mr. Spencer responded the options could include self-help sales tax, transient occupancy tax, or vacancy tax. Mr. Chapman noted the sales tax would hit the locals more and need to look at the broader funding options for all the users, including day users. Ms. Novasel suggested the vacancy tax could encourage those homeowners to visit more often to avoid the tax and she is in favor of a recreational tax and the need to include day users. Mr. Spencer noted there are limitations to what can be done and the need to work within those limitations. Mr. Chapman stated the basin user fee should still be considered as an option and is relatively equitable, are we trying to find funding programs that conversations could be started in the next 30 days. Mr. Bruce noted Secretary Crowfoot will not support a basin user fee and the need is to determine the options to move ahead and get something implemented. Ms. Gustafson suggested the states should fund 42% of the needed funding to cover the day user portion, then the local level could fund the remaining. Mr. Bruce noted the zonal fee/parking fee could help incentivize a mode shift to reduce VMT's, but they are not scalable to a regional source, which is necessary. Ms. Gustafson stated a poll is needed prior to putting a tax increase on the ballot. Ms. Novasel sees the zonal fee as a pilot project of moving to a basin user fee. Mr. Chapman asked if a poll regarding a basin-wide tax, recreational tax, TOT tax, zonal fee, and vacancy tax were to be conducted, how would it be paid for. Mr. Spencer stated it would probably cost \$20 to \$40 thousand dollars. Mr. Hasty added the District does have some funding available allocated to this project. Ms. Gustafson suggested implementing a vacancy tax, a small TOT tax and small sales tax to reach a variety of funding sources.

Action Requested: For Review and Discussion

V. PUBLIC INTEREST COMMENTS

No public interest comments were made.

VI. ADJOURNMENT

The meeting adjourned at 4:05 p.m.

Respectfully Submitted:

*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-5502.)



MEMORANDUM

Date: February 25, 2022

To: Tahoe Transportation District (TTD) Regional Partnerships and Communication Committee

From: TTD Staff, Carl Hasty – District Manager

Subject: Update and Discussion on Next Steps of a Revenue Proposal Addressing the Local and Private Share of a Regional Partnership Effort to Raise a Minimum \$20 Million per Year for Transportation Improvements and Transit Services Related to Tahoe’s Regional Transportation Plan

Action Requested:

It is requested the Committee hear an update and discuss potential next steps for a possible proposal for addressing the local and private sector share of a minimum \$20 million per year of regional revenue for transportation improvements and services related to the Tahoe region’s Regional Transportation Plan.

Fiscal Analysis:

TTD has Surface Transportation Block Program (STBG) funds programmed for the regional revenue effort, as well as the general fund. Of those funds, there is \$100,000 budgeted for professional services. Those funds can be used for consultant help with program analysis, polling, and other technical support.

Work Program Analysis:

Work by staff on regional revenue establishment is accounted for in the current fiscal year work program and will be part of the next fiscal year’s work as well, since this is a multi-year effort.

Background:

At the December 1, 2021 Board meeting, an item regarding the regional revenue effort was discussed, including an update on the Bi-State Consultation on Transportation meeting that occurred on November 30 and the outcome of that meeting. What emerged from that meeting was an outline of a potential funding package to move forward in a partnership effort to arrive at consensus. The potential funding package included three components needing additional work to see if agreement on such a package can be reached. One is a commitment by the two state governor representatives to address what actions the two states and federal government may be able to pursue in order to address a portion of the minimum annual funding target of \$20 million per year in transportation funds. The second component is for this Board to determine what may be possible to pursue to address the local and, to a lesser degree, the private sector share of the \$20 million; and third, is the work to address a possible zonal fee for two recreation corridor segments--SR 28 on the Nevada side and SR 89 on the California side of the basin.

The two new TTD committees, Program Implementation and Regional Partnerships and Communications held their first meetings on December 10. The agendas of both Committees included a further discussion on the regional revenue effort, especially as it pertains to the local and private sector share. The consultant team for TRPA, Regional Government Services, participated in the presentation and discussions that followed. The discussions focused on three likely funding sources where the approach would be to use TTD's funding authority to seek potential measures at the regional level. Those three sources were a sales tax, transit occupancy tax (TOT), and/or a vacancy tax on non-primary residential units. There was also discussion on the potential for polling public perspective and possible support. There was no decisions or actions made by either committee, leaving additional discussion and a potential decision for the full Board at the January 5, 2022 meeting.

The last update and discussion on this item occurred at that January Board meeting. Direction was given to inform the states that in regard to the local/private share, the Board is willing to move forward on assessing community support through future polling for a regional sales tax, a regional transit occupancy tax, a zonal fee, an entry fee, but not a transfer tax or vacancy tax. No direction was given to staff to pursue polling at that time.

Discussion:

This item is to provide an update on where the process is, the local/private sector proposal(s), and how it relates to the regional picture including the upcoming calendar for discussion and possible recommendations to the full Board.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at chasty@tahoetransportation.org or (775) 589-5501.



MEMORANDUM

Date: February 25, 2022

To: Tahoe Transportation District (TTD) Regional Partnerships and Communications Committee

From: TTD Staff – Carl Hasty, District Manager

Subject: Discussion and Possible Recommendation to the TTD Board on the Coordination of Board Actions and Communications Related to Addressing TTD’s Budget Revenue Needs

Action Requested:

It is requested the Committee hear an update on recent Board member activities in response to addressing short- and long-term general fund budget revenue solutions for discussion on coordination recommendations to the Board to align efforts and messaging.

Fiscal Analysis:

This item relates specifically to the lack of dedicated General Fund revenue for TTD.

Work Program Analysis:

Staff time on this effort is reflected in the General Fund for Board support and agency administration.

Background:

The lack of dedicated general fund source(s) has been a noted issue for years. This issue was discussed again last month regarding the District Manager’s transition plan and succession planning for TTD. The District Manager proposed a minimum target of \$1 million dollars.

Discussion:

Board member response to last month’s discussion has led to two efforts being pursued, one targeting the short-term potential and the other the long-term. Other Board members have expressed an interest in supporting roles. Given this great response, there is a need to discuss organizing and coordinating Board activities to ensure an effective set of actions and messaging.

This item is intended for the Committee to discuss and arrive at potential recommendations to the full Board.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.



MEMORANDUM

Date: February 25, 2022

To: Tahoe Transportation District (TTD) Program Implementation Committee and Regional Partnerships and Communication Committee

From: TTD Staff, Danielle Hughes – Capital Program Manager

Subject: Informational Item on Implementation Planning Efforts Associated with Emergency Coordination and Transportation Infrastructure Adaptation Projects

Action Requested:

It is requested the committee hear this informational item and discuss planning efforts related to emergency coordination and potential transportation infrastructure adaptation projects.

Fiscal Analysis:

Within the current TTD work program and budget are Hazard Mitigation Plan (HMP) grant funds awarded to TTD through California Office of Emergency Services (CalOES). Additional funds for the planning activity are expected to be awarded from Nevada Department of Emergency Management (NVDEM) to support a bi-state planning effort. Current funding approved through CalOES is \$174,625, with an in-kind match of \$43,625 in the form of the vulnerability assessment completed by the California Tahoe Conservancy. Additional funding is expected to be provided through NVDEM at approximately \$50,000 to support this planning effort. Funds will be used to hire a consultant to develop the plan and to support staff time.

Federal funding is provided under the authority of the Robert T. Stafford Emergency Assistance and Disaster Relief Act (Stafford Act) through Federal Emergency Management Agency (FEMA) and administered by Cal OES and NVDEM. Each State Agency is responsible for identifying program priorities, reviewing sub-applications from state agencies, tribal governments, local governments, special districts, and private non-profits and forwarding recommendations for funding to FEMA. FEMA has final approval for activity eligibility and funding.

The HMP is a five-year funding document which outlines proposed hazard mitigation strategies. The HMP is required to obtain FEMA funding through the program. This planning effort will open funding opportunities for projects and programs currently not available to TTD and other partners who participate in the planning effort. There are several grant programs that require a FEMA approved HMP to seek funding intended to reduce loss of life and property by minimizing the impact of disasters. These include the Hazard Mitigation Grant Program (HMGP), the HMGP Post Fire Grant Program, Flood Mitigation Assistance Program, Pre-Disaster Mitigation Grant Program, and the Building Resilient Infrastructure and Communities (BRIC) Program. Millions of dollars are made available annually through these programs to the States. The States have established priorities to accept applications from sub-applicants statewide and have

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AGENDA ITEM: III.C.

expressed interest in working with TTD. Examples of projects that have been funded through these programs include the Richmond Ferry Port in the Bay Area, investment in fire safe improvements in housing projects, evacuation improvements, replacement of seismically vulnerable bridges, transit coordination with public safety for evacuation, and replacement of infrastructure/fleets damaged in the event of a natural disaster depending on state and federal priorities.

Work Program Analysis:

As noted above, the HMP is part of the current work program. The development of potential projects and funding sources is part of TTD's Capital Improvement Program development process to secure resources necessary to achieve needed transportation related infrastructure and services. Project development work is included in the work program and TTD's Capital Improvement Program. Future work associated with this effort will be captured under respective elements of the future Work Program and allotted corresponding staff time.

- The work related to this item contributes to addressing the following Board strategic goals: Collaborate with state, local, and regional partners to support establishment of a sustainable funding source for implementation of the Regional Transportation Plan.
- Increase the connectivity and reliability of a regional multi-modal transit system around the Basin, which includes micro-transit and other support components.
- Effectively deliver TTD operations and implement the Regional Transportation Plan by actively seeking sustainable funding resources for capital projects, staff, operation, and planning.

Background:

This item was originally brought to the Board in March 2019 in consideration of regional climate adaptation planning projects as Staff were in collaboration with the CTC-led project study, known as the Climate Adaption Action Plan and Vulnerability Assessment that included preparation of a basin-wide vulnerability assessment, gap analysis, economic analysis, and an interagency climate adaption strategy for multi-modal transportation infrastructure. CalOES and NVDEM are allowing TTD to use this study as in-kind match funds for the HMP.

As noted in the fiscal analysis section, the benefit to the transportation program is the eligibility of certain transportation system improvements and services for FEMA funding. FEMA is an agency of the Department of Homeland Security (DHS). As described in the discussion below, additional funding and studies beneficial to the regional transportation system are being provided directly from DHS. These non-traditional transportation funding sources and partnerships support transportation adaptation measures, hazard mitigation strategies and emergency preparedness that improve resiliency of the transportation system. The grants will satisfy a regional or bi-state approach for Tahoe, supported by CalOES and NVDEM, aggregating elements of the local plans into one and supplementing as needed for multi-jurisdictional improvements.

On-going discussions, recent experiences, and opportunities have contributed to Staff evaluating larger technological and communication system and protocol partnership needs, including the Park Tahoe program implementation, Regional Revenue implementation technology needs, congestion management, wayfinding for the traveler, the Caldor fire evacuation, and the most recent December snow event and highway operations.

Discussion:

As was evident during the disaster declarations related to the winter holiday extreme snow event and the Caldor fire, Tahoe and its transportation network is increasingly vulnerable to natural hazards. Wildfire and climate related events require planned and coordinated response and adequate communications when it comes to the movement of goods, services, and people. The year of 2021 has illustrated once again that with Tahoe's visitation and severe weather events, the ingress and egress of vehicles has major impacting consequences to travelers, law enforcement services, emergency services, the economy, and communities. Recent fire and flood events in California illustrate how extreme weather events can result in disaster—including injuries and loss of life, damage and disruption to critical infrastructure, and economic losses.

Emergency Communication Networks and Vulnerability

Identifying areas of the region where transportation networks and built infrastructure are most vulnerable to potential climate impacts—and developing adaption strategies to address these risks—are important steps to increase the region's resilience to climate change. TTD staff have served to facilitate development of coordinated multi-jurisdictional/multi-agency implementation/operational planning efforts in partnership with Federal, State, and local partners. Those recently completed or underway include the following:

- Tahoe Regional Command Center Study Operations Assessment Report
 - Completed March 2020
 - Prepared by Department of Homeland Security (DHS) Cybersecurity and Infrastructure Security Agency (CISA), Interoperable Communications Technical Assistance Program (ICTAP), for CalOES in coordination with NVDEM and local fire partners that evaluated existing radio infrastructure in the Basin in consideration of locational opportunities for a joint 911 Dispatch Center and Traffic Operations Center.
- Bi-State Regional Command Center Technical Assessment Report
 - Completed July 2021
 - Prepared by DHS CISA, ICTAP for NVDEM, in coordination with CalOES and regional fire chiefs that evaluated radio infrastructure in the Basin in consideration of an identified location for a joint 911 Dispatch Center and Traffic Operations Center.
- Tactical Interoperable Communications Plan
 - Kicked off January 28, 2022 and led by DHS CISA, ICTAP for NVDEM, in coordination with CalOES on behalf of public safety, transportation, schools, utilities to develop a coordinated communication response plan.
- A basin-wide Hazard Mitigation Plan (HMP)
 - Led by TTD
 - Required to receive FEMA funding that will provide a new funding source to TTD and regional partners to implement transportation mitigation strategies that complements each County's HMP.
- Tahoe Regional Broadband Committee meetings
 - Kicked off December 10, 2021, facilitated by Tahoe Prosperity Center (TPC) and initially included TTD, TRPA, local jurisdictions, TPC, and Sierra Business Council. It was recognized that with current funding opportunities and implementation policy directions associated with Senate Bill 53 in Nevada and

California Assembly Bill 1549 that facilitate partnerships in implementation, it was important to include representatives from Caltrans and NDOT. Fiber optics and cellular connectivity are not only important for regional prosperity of our communities, but are critical for optimization of the multi-modal system improvements of the Regional Transportation Plan. TTD, as an implementing partner on SR28 Corridor Improvements, further facilitated collaborative efforts adopted in the California Broadband Action Plan that included working with adjacent states to prioritize interstate connections and addressing the bandwidth demand associated with a tourism-based economy. TTD continues to support local jurisdictions multi-jurisdictional implementation strategies through developed working relationships with the Nevada Governor's Office of Science and Technology, NevadaNet (Nevada System of Higher Education) and others associated with the California Middle Mile Committee.

Advanced Innovation Demonstration (AID)

Staff has also submitted an Advanced Innovation Demonstration (AID) grant application in partnership with Caltrans District 3 through Caltrans Headquarters for infrastructure and a Software As A Service (SaaS) technology operating system. This SaaS system will support a regional 511 system bridging transit system operations, transportation, and parking management - promoting cross-agency collaboration in the Tahoe Basin to combat pressures on facilities caused by an influx of visitor traffic in peak seasons, as well as during extreme events. This project establishes the interoperability needed for the approved US50 South Shore Community Revitalization Project (US50 SSCRP) within the tourist core area at Stateline, Nevada in Douglas County to Pioneer Trail in South Lake Tahoe, California, while supporting the goals envisioned in the Main Street Management Plan. The intent is to provide traveler information prior to arrival, thus planning and implementation is expected to also include the Basin entry points of US50 E Spooner Summit, NV; US50 W Echo Summit, CA; and SR 207 Kingsbury Grade, NV, at a minimum and could be considered Basin-wide without additional costs. Award notifications are expected in March 2022.

Research Application

Similarly, Staff has submitted a research proposal through NDOT for NDOT to consider technology improvements and real-time data collection necessary to enhance the multi-jurisdictional road network functions for optimal engineering design and operations that can be adaptively managed. This research has implications for policy recommendations currently being considered to address multiple challenges within the basin including:

- emergency access, evacuation, and travel-related issues
- pedestrian/bike/vehicle interactions
- vehicle miles traveled (VMT)
- congestion pricing
- flexible parking pricing,
- user fee administration, and
- other technology systems

Use of technology infrastructure can help shift travel demand and support implementation of the Regional Transportation Plan through increased transit availability and service, shared-use paths, technology improvements that allow for optimization of the multi-modal system, and other incentives to reduce private vehicle travel and improve safety.

Update on Staff and Transportation Partner Discussions and Actions:

The Board item at the January meeting on the concerns related to the December snow event, highway closures, and highway reopening's have helped catalyze discussions for the benefit of the bi-state region and brought additional partners to the table, namely the state DOT operations teams. TTD staff continue to work with NDOT, Caltrans, and local jurisdictions to discuss implementation strategies and areas of development on research activities and advanced technology grant opportunities to support these efforts. This item is a standing agenda item that TTD will lead in collaboration with the Tahoe Transportation Implementation Committee. Staff recommend a continued supporting role with the DHS, CalOES, NVDEM, and local jurisdictions in the development of improved cellular, fiber, and radio networks and interoperability issues that will benefit the optimization of the transportation network.

Summary:

The speed, scale, and devastation of the Santa Rosa Fire in 2017 and the Camp Fire in 2018 proffered lessons in preparation and catalyzed partnerships for Tahoe. Among those who led that discussion was the North Tahoe Fire Protection District, in partnership with the Regional Fire Chiefs and TTD who realized how vulnerable emergency and traveler communication networks are, as well as the role of public transit in evacuation scenarios, especially for those most vulnerable in our communities. That new partnership led to interaction with CalOES, NVDEM, DHS, and others to address how those vulnerabilities could be ameliorated resulting in the work that DHS has completed and continues to address through dialogs with fire protection districts, CalOES, NVDEM, the county emergency services, law enforcement, TTD, Public Utilities and other transportation partners.

The 2021 Caldor Fire and December snow event fostered greater awareness and firsthand experience with evacuation and traffic management vulnerabilities.

Additional Information:

If you have any questions or comments regarding this item, please contact Danielle Hughes at dhughes@tahoetransportation.org or (775) 557-4901.



MEMORANDUM

Date: February 25, 2022

To: Tahoe Transportation District (TTD) Regional Partnerships and Communication Committee

From: TTD Staff, Carl Hasty – District Manager

Subject: Review of Proposed Mission Statement for the Regional Partnerships and Communication Committee for Recommendation to the Board of Directors

Action Requested:

It is requested the Committee review, discuss, and make any adjustments to the proposed Committee mission statement for recommendation to the full Board.

Fiscal Analysis:

Not applicable.

Work Program Analysis:

Not applicable.

Background:

At the first meeting of the Regional Partnerships and Communication Committee, a decision was made to prepare and draft a mission statement. Chairman Chapman, Supervisor Gustafson, and the District Manager met to develop a draft for the full committee's review and consideration.

Discussion:

The draft mission statement language for consideration is:

It is the mission of the (Regional) Partnership & Communication Committee to optimize TTD's broad regional purpose through leveraged partner resources to maximize transportation solutions across the Lake Tahoe region.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.